



Quick Notes

from the Idaho Office of Highway Safety

March 21, 2011

April 21, 2011 – Pocatello, ID

Highway Safety Summit

Register online

www.highwaysafetysummit.com

Idaho Transportation Department - PO Box 7129 – Boise, ID 83707-1129
P: (208) 334-8100 F: (208) 334-4430 -- www.itd.idaho.gov/ohs

General Message from the Highway Safety Manager

Hi Highway Safety Partners,

Below is a very interesting article on night time seat belt enforcement. This article illustrates the importance of reducing fatalities and serious injuries by enforcing seat belt laws during the evening and nighttime hours. I realize just how difficult that might be with Idaho's secondary law. But I also know that you are creative people that can find solutions to problems. And this problem is worthy of your time and energy to address. Please see what you can do to stress and schedule seat belt enforcement during nighttime hours.

Also, NHTSA has come out with new recommendations for use of child safety seats and booster seats. These improve safety for our children. Please take the time to read this and share it with others.

Idaho has only lost 12 people in traffic crashes so far this year. This is a very low number. The last 3-year average indicates we could have expected 34 fatalities by now. I am so pleased to see this reduction in lives lost.

But let's not forget the people that are injured in traffic crashes. In 2009, there were 6 serious injuries for every person killed in traffic crashes. In 2009, there was 1 person killed every 39 hours and 1 person injured every 46 minutes!

As we address fatalities, we are also reducing the injuries. Back in 2005, there were 14,711 people injured in traffic crashes. In 2009, that number had declined to 11,619. That is over 3,000 fewer people taken to hospitals for traffic crash injuries. That is good news for them, their families and friends, and for taxpayers who foot a portion of the costs.

Keep doing whatever it is you are doing to make this positive difference for Idaho! These efforts are saving lives and saving money.

Mary Hunter
Highway Safety Manager

The Case for Nighttime Seat Belt Enforcement

NHTSA 2011

Click It or Ticket is saving lives in America. During the 3-year span from 2000-2002, right before the high visibility seat belt enforcement mobilizations began nationwide, a total of 53,124 people perished in the 50 States and the District of Columbia while driving or riding unbuckled in passenger motor vehicles. During 2007-2009, that death toll was cut by nearly 15,000, to 38,505. That was a reduction of 27.5 percent. This is without doubt the greatest traffic safety success story of the new century.

Idaho fared better than the nation in reducing the unrestrained death toll. Over that same time span, the number of Idahoans who died unbuckled declined by 140, a decrease of 32.3 percent, about one-sixth higher than the percentage

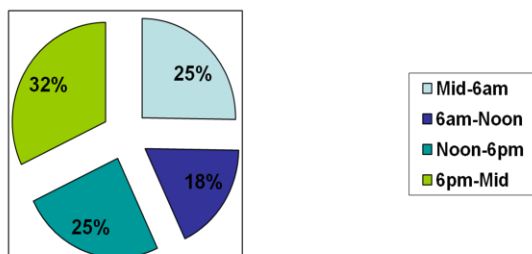
decrease of the country. That achievement is all the more impressive given Idaho's relatively fast growing population. Over the span from 2000 to 2008, America's population rose by 7.7 percent. Idaho's population went up by 17.3 percent, more than twice the national growth. With more people, there are more exposed to the risk of dying in crashes. Idaho, in fact, cut its unrestrained fatality rate (deaths per 100,000 people) over this period by a percentage substantially higher than that of the country as a whole (about 41% decrease in Idaho versus 31% nationally). The faster rising population creates a somewhat uneven playing field for Idaho. That makes it all the more important to enforce the State's seat belt law to the maximum.

Is Idaho fully enforcing its belt law? Perhaps so, but Idaho should consider whether it is enforcing its law at all the right times. When is the risk greatest for Idahoans? When is it greatest for Americans?

During the three most recent years, a solid majority (59 percent) of the people who died in Idaho as unrestrained passenger motor vehicle occupants were killed in crashes that occurred between the hours of 6pm and 6am. Nationwide, the percentage of unrestrained fatalities that occurred during those hours was slightly lower: 58 percent. Note that in Idaho, nearly one-third of unrestrained occupant fatalities occur during the evening hours (6pm-midnight). A proportionate share of the State's seat belt enforcement resources should be deployed during those hours.

When do people die unrestrained in Idaho?

Time of Day



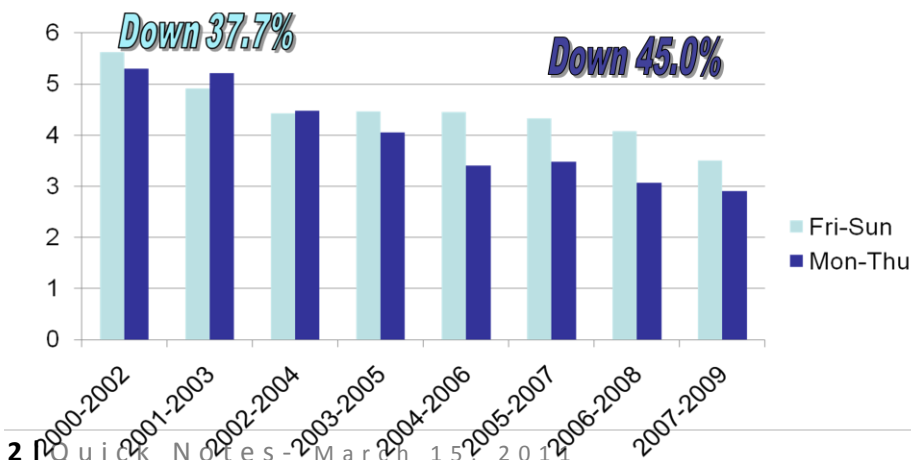
What days create the greatest risk for Idahoans? During the three most recent years, a majority (55 percent) of the people who died in Idaho as unrestrained passenger motor vehicle occupants were killed in crashes that occurred on Friday, Saturday or Sunday. Nationwide, the percentage of unrestrained fatalities that occurred during those days was slightly lower: 54 percent. Less than 43 percent of the hours in a week fall during Friday through Sunday, but a majority of unrestrained fatalities occur then, both here and countrywide.

Earlier we saw that Idaho has slashed its overall unrestrained fatality rate by over 40 percent. The State did even better in cutting its unrestrained fatality rate during the daytime, when the rate is down by roughly half in both the morning and the afternoon. These are encouraging and very impressive

2007-2009 data

achievements.

Unrestrained Occupant Fatality Rate (deaths per 100,000 people)



But Idaho has had less positive impact on the unrestrained fatality rate during the nighttime. The rate is down by over one-third during the evening (6pm-midnight), with virtually all of that improvement having occurred in the first half of the decade. Over the last four years or so, the evening unbuckled death rate has essentially been stagnant. And during the late night hours the rate is down by a bit over one-fifth, with all of that coming over the last 3-4 years. It appears that whatever nighttime enforcement initiatives Idaho was carrying out may

Day of Week

have been shifted from the evenings to the late nights a few years ago. Idaho needs to step up those initiatives during all of the hours of darkness.

So, back to the question, is Idaho fully enforcing its belt law? Evidently not as much as we'd wish. It takes nothing away from Idaho's very impressive achievements over this decade to observe that more lives could be saved through stepped up belt enforcement during the evening and especially late night. The late night enforcement should be concentrated primarily on the weekends. But stepped up evening enforcement is needed on Thursday through Monday. Despite the State's achievements, Idaho continues to have a much higher than average unrestrained fatality rate. More intense enforcement, concentrated at the times when the risk is greatest, can help turn that around.

New Age-Focused Guidelines Help Parents Make More Informed Choices

NHTSA 02-10, Monday, March 21, 2011

Contact: Karen Aldana, Tel: 202-366-9550

The National Highway Traffic Safety Administration has revised its child restraint guidelines to be categorized by age rather than by type of child seat in order to keep pace with the latest scientific and medical research and the development of new child restraint technologies.

Under the new guidelines, issued today, NHTSA is advising parents and caregivers to keep children in each restraint type, including rear-facing, forward-facing and booster seats, for as long as possible before moving them up to the next type of seat.

For instance, the safety agency recommends using the restraints in the rear-facing position as long as children fit within the height and weight limits of the car seat as established by the manufacturer. The rear-facing position reduces stresses to the neck and spinal cord and is particularly important for growing babies.

NHTSA said that its new guidelines are consistent with the latest advice from the American Academy of Pediatrics, which advises parents to keep kids in rear-facing restraints until two years of age or until they reach the highest weight or height allowed by their car safety seat's manufacturer. There is no need to hurry to transition a child to the next restraint type.

"Safety is our highest priority," said Transportation Secretary Ray LaHood. "The 'best' car seat is the one that fits your child, fits your vehicle and one you will use every time your child is in the car."

NHTSA Administrator David Strickland pointed out that while all car seats sold in the U.S. must meet federal child restraint safety standards, he said, "Selecting the right seat for your child can be a challenge for many parents. NHTSA's new revised guidelines will help consumers pick the appropriate seat for their child."

Administrator Strickland said that parents should also consider other factors when selecting a car seat, including their child's weight, height, physical development and behavioral needs, as well the family's economics and type of vehicle.

Additional recommendations for child seat use from NHTSA include the following:

- Always read child seat manufacturers' instructions and the vehicle owner's manual for important information on height and weight limits and how to install the car seat using the seat belt or the LATCH system.
- All children under 13 should ride in the back seat.
- Children in rear-facing car seats should never ride in front of an active passenger air bag.

[View NHTSA's new child restraint guidelines.](#)

Idaho Fatalities by Month

IDAHO TRANSPORTATION DEPARTMENT

Office of Highway Safety

*Fatalities by the Month**

February 2011

		MONTH	TOTALS 3-Yr Average (08,09,10)			CUMULATIVE TOTALS 3-Yr Cum. Average (08,09,10)		
2008	2009		AVE	2010	2011	AVE	2010	2011
19	11	JANUARY	13	8	6	13	8	6
8	17	FEBRUARY	11	7	3	23	15	9
18	17	MARCH	17	15		40	30	
16	17	APRIL	15	11		55	41	
30	18	MAY	21	16		76	57	
23	12	JUNE	18	19		94	76	
18	26	JULY	23	26		117	102	
21	29	AUGUST	26	29		144	131	
22	29	SEPTEMBER	26	28		170	159	
21	17	OCTOBER	22	28		192	187	
19	19	NOVEMBER	18	17		210	204	
17	14	DECEMBER	12	5		222	209	9
232	226	YEAR TO DATE	222	209	9			

*Data limitations: This report is based on information provided by law enforcement agencies on crashes resulting in a death that occurs within 30 days of the crash. Data is preliminary and is subject to change. Totals of this report are the number of persons killed. Averages are rounded.

The 2010 crash analysis is still being done. It should be available in the next few months.

Aggressive Driving Campaign (April 7-18, 2011)

The *Spring* Aggressive Driving campaign is scheduled to kick off in less than a month! The focus for the campaign will be Speed enforcement. In the past few years, the campaign has targeted all aggressive driving behaviors. In 2009, data does show that speed was a major contributing factor in a majority of crashes.

Below is a list of agencies who have been awarded funding to participate in the April mobilization. If you do not see your agency listed below and you are interested in participating, please contact Cecilia Awusie @ 334-8112 or Cecilia.Awusie@itd.idaho.gov.

For this mobilization, there is Incentive Funding & Overtime funding available

Region 1	Region 2	Region 3	Region 4	Region 5	Region 6
Bonner CSO	Clearwater CSO	Ada CSO	Gooding PD	Bannock CSO	Bonneville CSO
Bonnors Ferry PD	Grangeville PD	Boise PD	Hailey PD	Bear Lake CSO	Clark CSO
Coeur d'Alene PD	ISP Region 2	Boise CSO	Heyburn PD	Bingham CSO	Custer CSO
ISP Region 1	Lewiston PD	Caldwell PD	ISP Region 4	Caribou CSO	Fremont CSO
Kootenai CSO	Moscow PD	Canyon County CSO	Jerome PD	ISP Region 5	Idaho Falls PD

Ponderay PD	Nez Perce CSO	Emmett PD	Jerome CSO	Montpelier PD	Iona PD
Post Falls PD	Orofino PD	Fruitland PD	Lincoln CSO	Pocatello PD	ISP Region 6
Priest River PD		Garden City PD	Minidoka CSO	Power CSO	Jefferson CSO
Rathdrum PD		Homedale PD	Rupert PD	Shelley PD	Lemhi CSO
Sandpoint PD		ISP Region 3	Twin Falls CSO	Soda Springs PD	Madison CSO
Shoshone CSO		Meridian PD	Twin Falls PD		Rexburg PD
Spirit Lake PD		Nampa PD			Rigby PD
		Owyhee CSO	Wendell PD		Salmon PD
		Parma PD			Teton CSO
		Payette CSO			Ucon
		Washington CSO			

*For more information about the Aggressive Driving program, feel free to contact Cecilia Awusie at: Cecilia.Awusie@itd.idaho.gov.

ISP Press Release - "Officer On A Train" and "Adopt A Crossing"

IDAHO STATE POLICE
1540 FOOTE DRIVE
IDAHO FALLS ID 83402
208-525-7377

IDAHO OPERATION LIFESAVER
"Officer On A Train" and "Adopt A Crossing"

On Friday, March 25, 2011, City, County and State Law Enforcement Officers will be conducting an "Officer On A Train" and "Adopt A Crossing" enforcement operation in Southeast Idaho.

The purpose of this enforcement operation is to increase public awareness of the potential dangers that exist at highway railroad intersections and eliminate driver actions that can have tragic consequences, by enforcing the traffic laws that pertain to these intersections. The enforcement program is one of three parts of the Operation Lifesaver effort, which includes engineering and education, designed to eliminate car train collisions.

During the "Officer On A Train" enforcement effort, one officer is placed in the lead locomotive of a train as a spotter. This officer observes traffic approaching the highway rail intersections as the train proceeds down the tracks. Other officers pace the train or are parked at specific locations. When a motorist is observed violating the laws pertaining to the approaching intersection, the officer on the train radios one of the chase cars, which stops the motorist, explains the dangers and issues a citation.

With the "Adopt A Crossing" approach, city, county and state law enforcement officers from throughout Southeast Idaho pick a crossing within their jurisdiction and enforce the laws that pertain to the crossing.

During 2010, there were 16 car train collisions resulting in 4 people injured and 1 fatality. This year to date, there have been 2 car train collisions reported, resulting in 3 people injured.

Since 1990, the "Officer On A Train" and "Adopt A Crossing" programs have been instrumental in helping reduce the number of car train collisions in the state. City, county and state law enforcement, state and federal agencies,

along with the private business and the railroads that operate in the state sponsor the Idaho Operation Lifesaver program.

Idaho Operation Lifesaver is dedicated to eliminating car train collisions, which result in preventable deaths and injuries. For additional information or to schedule a free presentation, call Idaho Operation Lifesaver @ 208-236-5626.

CALENDAR OF EVENTS

Date	Event Description
March 27-29, 2011	LIFESAVERS CONFERENCE – Phoenix, AZ. www.lifesaversconference.org
April 2011	DISTRACTED DRIVING – National Distracted Driving Awareness Month. Watch for upcoming events during the month.
April 7-18, 2011	AGGRESSIVE DRIVING Traffic Enforcement Mobilization – Statewide, Contact: Cecilia Awusie, OHS GCO, Cecilia.awusie@itd.idaho.gov (208) 334-8112
April 21, 2011	HIGHWAY SAFETY SUMMIT – Pocatello, ID. Red Lion Hotel. 8:00am-5:00pm www.highwaysafetysummit.com to register. Contact: Lisa Losness lisa.losness@itd.idaho.gov (208) 334-8103
April 26-27, 2011	HIGHWAY SAFETY DAYS for Youth Idaho State Police Contact: Tecia Ferguson Tecia.ferguson@isp.idaho.gov (208) 884-7224, Find the event on FACEBOOK under Idaho State Police Safe Driving Days. Website http://www.isp.idaho.gov/cvs/index.html
May 3, 2011	ITSC (Idaho Traffic Safety Commission) – Spring meeting – Boise, ID. Location TBA
May 23-June 7, 2011	SEAT BELTS Traffic Enforcement Mobilization – Statewide, Contact: Lisa Losness, OHS GCO, lisa.losness@itd.idaho.gov (208) 334-8103
June 30-July 11, 2011	IMPAIRED DRIVING Traffic Enforcement Mobilization – Statewide, Contact: Kevin Bechen, OHS GCO, kevin.bechen@itd.idaho.gov (208) 334-4467
July 15-26, 2011	AGGRESSIVE DRIVING Traffic Enforcement Mobilization – Statewide, Contact: Cecilia Awusie, OHS GCO, Cecilia.awusie@itd.idaho.gov (208) 334-8112
Aug. 26-Sept. 6, 2011	IMPAIRED DRIVING Traffic Enforcement Mobilization – Statewide, Contact: Kevin Bechen, OHS GCO, kevin.bechen@itd.idaho.gov (208) 334-4467